

The Hongkong Telegraph.

(ESTABLISHED 1851.)

NEW SERIES No. 5168

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MONDAY, JUNE 4, 1906.

一拜禮

香港六月四號

\$30 PER ANNUM.
SINGLE COPY, 10 CENTS.

Banks.

HONGKONG AND SHANGHAI BANKING CORPORATION.
PAID-UP CAPITAL \$10,000,000
RESERVE FUND—
Sterling Reserve \$10,000,000
Silver Reserve \$5,000,000
RESERVE LIABILITY OF PROATORS \$10,000,000

COURT OF DIRECTORS:
A. Haupt, Esq., Chairman,
Hon. Mr. C. W. Dickson, Deputy Chairman,
E. Goetz, Esq. Hon. Mr. R. Shewan,
C. K. Lenmann, Esq. N. A. Siebs, Esq.,
G. H. Medhurst, Esq. H. A. W. Slade, Esq.,
D. M. Nissim, Esq. H. E. Tomkins, Esq.,
A. J. Raymond, Esq.

ACTING CHIEF MANAGER:
Hongkong—H. E. R. Hunter

ACTING MANAGER:
Shanghai—W. Adams Oram,
LONDON BANKERS—LONDON AND COUNTY BANKING COMPANY, LIMITED.

HONGKONG—INTEREST ALLOWED:
On Current Account at the rate of 2 per cent.
per Annum on the daily balance.

ON FIXED DEPOSITS:
For 3 months, 2½ per cent. per Annum.
For 6 months, 3 per cent. per Annum.
For 12 months, 4 per cent. per Annum.

H. E. R. Hunter,
Acting Chief Manager,
Hongkong, 30th May, 1906.

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HONGKONG SAVINGS BANK.

THE Business of the above Bank is conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION. Rules may be obtained on application.

INTEREST on deposits is allowed at 3½ per cent. per annum.

Depositors may transfer their obligations of \$100 or more to the HONGKONG AND SHANGHAI BANK to be placed on FIXED DEPOSIT at 4 PER CENT. per annum.

For the HONGKONG AND SHANGHAI BANKING CORPORATION,

H. E. R. Hunter,
Acting Chief Manager,
Hongkong, 30th May, 1906.

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DEUTSCH ASIATISCHE BANK.

CAPITAL FULLY PAID-UP...Sh. Taels 7,500,000

HEAD OFFICE—SHANGHAI.

BOARD OF DIRECTORS: BERLIN.

BRANCHES: Berlin, Calcutta, Haskow, Kobe, Peking, Singapore, Tientsin, Tsingtau, Yokohama.

FOUNDED BY THE FOLLOWING BANKS AND BANKERS:

Koenigliche Seehandlung (Preussische Staatsbank), Direction der Disconto-Gesellschaft, Deutsche Bank, S. Bleichroeder, Berlin, Berliner Handel-Gesellschaft, Bank fuer Handel und Industrie, Robert Warschauer & Co., Mendelssohn & Co.

M. A. von Rothschild & Soehne, Frankfurt, Jacob S. H. Stern, a.m., Norddeutsche Bank in Hamburg, Hamburg, Sal Oppenheim jr. & Co., Koeln, Bayerische Hypotheken und Wechselbank, Muenchen.

LONDON BANKERS:

Messrs. N. M. ROTHSCHILD & SONS, THE UNION OF LONDON AND SMITH'S BANK, LIMITED.

DEUTSCHE BANK (BERLIN), LONDON AGENCY.

DIREKTION DER DISCONTOGESSELLSCHAFT.

INTEREST allowed on Current Account.

DEPOSITS received on terms which may be learned on application. Every description of Banking and Exchange business transacted.

HUGO SUTER,
Manager.

Hongkong, 26th May, 1906.

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NEDERLANDSCHE HANDEL-

MAATSCHAPPIJ.

(Netherlands Trading Society.)

ESTABLISHED 1824.

PAID-UP CAPITAL Fl. 45,000,000 (\$3,750,000).

RESERVE FUND Fl. 3,000,000 (\$417,000).

Head Office—AMSTERDAM.

Head Agency—BATAVIA.

BRANCHES—Singapore, Penang, Shanghai, Rangoon, Semarang, Sourabaya, Cheribon, Tegal, Pecalongan, Pascoeroan, Tjilatap, Padang, Medan (Deli), Palembang, Kota Radja (Acheen), Telok-Semawe (Acheen), Bandjarmasin.

Correspondent at Macassar, Bombay, Colombo, Madras, Pondicherry, Calcutta, Bangkok, Saigon, Haiphong, Hanoi, Amoy, Yokohama, Kobe, Melbourne, Sydney, New York, San Francisco, &c.

LONDON BANKERS:

THE UNION OF LONDON AND SMITH'S BANK, LIMITED.

THE Bank buys and sells and receives for collection Bills of Exchange, issues letters of credit on its Branches and correspondents in the East, on the Continent, in Great Britain, America, and Australia, and transacts banking business of every description.

INTEREST ALLOWED.

On Current Accounts 2½ per annum on daily balances.

Fixed Deposits 12 months 4½ per annum.

Do. 6 do. 4½ do.

Do. 3 do. 3½ do.

L. ENGEL,
Agent.

Hongkong, 28th February, 1906.

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Insurance.

NORTH GERMAN FIRE INSURANCE COMPANY OF HAMBURG.

THE Undersigned AGENTS of the above Company are prepared to accept First Class FOREIGN and CHINESE RISKS at CURRENT RATES.

SIEMSEN & Co.

Hongkong 28th May, 1905.

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COLD STORAGE.

THE HONGKONG ICE COMPANY, LTD., have now 40,000 Cubic feet of COLD STORAGE available at EAST POINT. Stores will be open at 10 A.M. and 4 P.M. daily, Sunday excepted, to receive and deliver perishable goods.

WM. PARLANE,
Manager.

Hongkong, 22nd June, 1905.

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FOR SALE OR TO LET.

AT THE PEAK.

A SIX-ROOMED HOUSE, with DRYING, DRESSING and BATH-ROOMS; distant thirteen minutes by chair from the Tram; fitted with superior Baths and with Hot and Cold Water; large Kitchen; Laundry and Servants' Quarters.

A FIVE-ROOMED HOUSE, with DRYING, DRESSING and BATH-ROOMS; distant thirteen minutes by chair from the Tram; Kitchen and Servants' Quarters.

For particulars and terms, apply to

JOHN D. HUMPHREYS & SON,
Liquidators.

Hongkong, 15th July, 1906.

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GREEN ISLAND CEMENT COMPANY, LIMITED.

PORTLAND CEMENT.

In Casks of 375 lbs. net \$4.75 per Cask ex Factory.

In Bags of 250 lbs. net \$2.80 per Bag ex Factory.

SHEWAN, TOMES & CO., General Managers.

Hongkong, 8th May, 1906.

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Hongkong, 30th September, 1905.

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Mails.

PENINSULAR AND ORIENTAL

STEAM NAVIGATION COMPANY.

FOR STEAMERS TO SAIL ON REMARKS.

YOKOHAMA VIA SHANGHAI [JAPAN] About 10th Freight and
and KOBE [E. B. S. Notley] June Passage.

SHANGHAI [DELTA] About 14th Freight and
[C. L. Daniel] June Passage.

LONDON, &c. [DONGOLA] 16th June, See Special
[G. Philipp] Noon. Advertisement.

LONDON and ANTWERP VIA SINGAPORE, PENANG, PALAWAN, About 20th Freight and
COLOMBO and PORT [A. F. Street] June Passage.

For Further Particulars, apply to

E. A. HEWETT, Superintendent.
Hongkong, 2nd June, 1906.

Intimations.

JAPAN COALS.

THE MITSUI BUSSAN KAISHA

(MITSUI & Co.)

HEAD OFFICE:—, SURUGA-CHO, TOKYO.
LONDON BRANCH:—34, LIME STREET, E.C.
HONGKONG BRANCH:—PRINCE'S BUILDINGS, ICE HOUSE STREET.

OTHER OFFICES:
Now York, San Francisco, Hamburg, Bombay, Singapore, Sourabaya, Manila, Amoy, Shanghai, Chefoo, Tientsin, Newchwang, Port Arthur, Seoul, Chemulpo, Yokohama, Yokosuka, Nagoya, Osaka, Kobe, Maidzuru, Kure, Shimonesaki, Moji, Wakamatsu, Karatsu, Nagasaki, Kuchinotzu, Sasebo, Mikko, Hakodate, Taipeh, &c.

Telegraphic Address: "MITSUI" (A.B.C. and A 1 Codes).

CONTRACTORS OF COAL to the Imperial Japanese Navy and Armens and the State Railways; Principal Railway Companies and Industrial Works; Home and Foreign Mail and Freight Steamers.

SOLE PROPRIETORS of the Famous Miike, Tagawa, Yamano and Ida Coal Mines; and SOLE AGENTS for Fujinotana, Hokoku, Hondo, Ichihara, Kanada, Maneda, Mannour, Onoura, Otsuji, Sasahara, Tsubakuro, Yoshinotana, Yosho, Yukokibara and other Coal.

51 S. MINAMI, Manager, Hongkong.

D. NOMA, TATTOOER,

60, QUEEN'S ROAD CENTRAL.

THE Public are informed that my Parlours are open from 9 A.M. all day. My 32 years experience in TATTOOING is a guarantee of good work and prompt execution. My Colours are absolutely fast and perfectly harmless, and produce a charming effect not attained by any other, as their composition is only known to me. H. R. H. The Duke of York, and H. I. H. The Emperor of Russia, both honoured me with their patronage; besides many others of High Rank. Prices Moderate and satisfaction guaranteed as attested by 3,700 Recommendations which I have received from all sources.

Hongkong, 16th November, 1905.

Hotels.

HONGKONG HOTEL.

FIRST CLASS AND UP-TO-DATE.

Military Band during dinner on Saturday Nights.

H. HAYNES, Manager. [25]

VICTORIA HOTEL, MACAO HOTEL,
SHAMEEN, CANTON, MACAO, CHINA,
ON THE BRITISH CONCESSION.

IN THE CENTRE OF THE PRAIA GRANDE.

BOTH HOTELS UNDER EXPERIENCED EUROPEAN MANAGEMENT.

EVERY COMFORT AND CONVENIENCE FOR RESIDENTS AND TOURISTS.

WM. FARMER, Proprietor.

HOTEL CRAIGIEBURN,

PLUNKETT'S GAP, the PEAK, near the TRAM TERMINUS, Tel: 56.

For Terms, &c., apply to the MANAGER.

Hongkong, 2nd July, 1906.

CONNAUGHT HOTEL, HONGKONG.

A FIRST-CLASS FAMILY AND COMMERCIAL HOTEL, situated near the BANKS, PRINCIPAL OFFICES and in the MAIN STREET.

Large and lofty Rooms, elegantly furnished. Flush Water Lavatories. Excellent Cuisine and Wines. Under European Management. Launch Service for Guests.

Hongkong, 16th June, 1905.

KING EDWARD HOTEL, CARLTON HOUSE HOTELS.

A HIGH CLASS PRIVATE HOTEL.

LADIES' AFTERNOON TEA-ROOMS. PRIVATE BAR and BILLIARD-ROOMS. HOT and COLD WATER throughout.

ELECTRICALLY LIGHTED. ELECTRIC FANS (if required).

ELECTRIC PASSENGER ELEVATOR to each floor.

TABLE D'HOTE at separate tables. For Terms, &c., apply to the MANAGER.

Hongkong, 4th December, 1905.

OCCIDENTAL HOTEL, ORIENTAL HOTEL, MACAO.

A FIRST CLASS HOTEL situated in the view of the Harbour.

LARGE AND LOFTY ROOMS, elegantly furnished.

EXCELLENT CUISINE, WINES AND SPIRITS of the best quality.

BILLIARD TABLE, the best in the Far East.

EVERY COMFORT FOR RESIDENTS AND TOURISTS.

For Terms, &c., apply to THE MANAGER.

Shipping—Steamers.

HONGKONG, CANTON, MACAO AND WEST RIVER STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., AND THE CHINA NAVIGATION COMPANY, LTD.

HONGKONG-CANTON LINE.

S.S. "HONAM,"	.....2,363 tons	Captain H. D. Jones.
" " "POWAN,"	.....2,138 "	W. A. Valentine
" " "FATSHAN,"	.....2,260 "	R. D. Thomas.
" " "HANKOW,"	.....3,073 "	O. V. Lloyd.
" " "KINSHAN,"	.....1,995 "	J. J. Lossius.

Departures from HONGKONG to CANTON daily at 8.30 A.M. (Sunday excepted), 9 P.M. and 10.30 P.M. (Saturday excepted).

Departures from CANTON to HONGKONG daily at 8.30 A.M., 3 P.M. and 5.30 P.M. (Sunday excepted).

These Steamers, carrying His Majesty's Mails, are the largest and fastest on the River. Special attention is drawn to their Superior Saloon and Cabin accommodation.

SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD.

HONGKONG-MACAO LINE.

S.S. "HEUNGSHAN,"	.....1,998 tons	Captain G. F. Morrison, R.N.R.
Departures from Hongkong to Macao on week days at 2 P.M., on Sundays at Noon, except when otherwise notified by Express.		

Note.—During the summer months the time of leaving fluctuates to suit the tide at Macao. See Special Summer Time-table.

Departures from Macao to Hongkong daily at 8 A.M.

CANTON-MACAO LINE.

S.S. "LUNGSHAN,"	.....219 tons	Captain T. Hamlin.
This steamer leaves Canton for Macao every Tuesday, Thursday and Saturday at about 8 A.M.; and leaves Macao for Canton every Monday, Wednesday and Friday at about 7.30 A.M.		

JOINT SERVICE OF THE H.K., C. AND MACAO STEAMBOAT CO., LTD.

THE CHINA NAVIGATION COMPANY, LTD., AND THE INDO-CHINA STEAM NAVIGATION COMPANY, LTD.

CANTON-WUCHOW LINE.

S.S. "SAINAM,"	.....588 tons	Captain J. Wilcox.
" " "NANNING,"	.....599 "	C. Butchart.

One of the above steamers leaves Canton for Wuchow every Monday, Wednesday and Friday at about 8 A.M. calling at Yunki, Mahniu, Kunchau, Kau-Kong, Samshui, Howlik, Shiu-Hing, Luk-Po, Luk-To, Lo-Ting-Hau, Tak-Hing, Doshing and Fong-Chuen. Departures from Wuchow for Canton calling at the above ports every Monday, Wednesday and Friday at about 8.30 A.M.

FARES:—Canton to WuchowSingle \$15.00. Return \$15.00.

Canton to Tak HingSingle \$12.50. Return \$21.00.

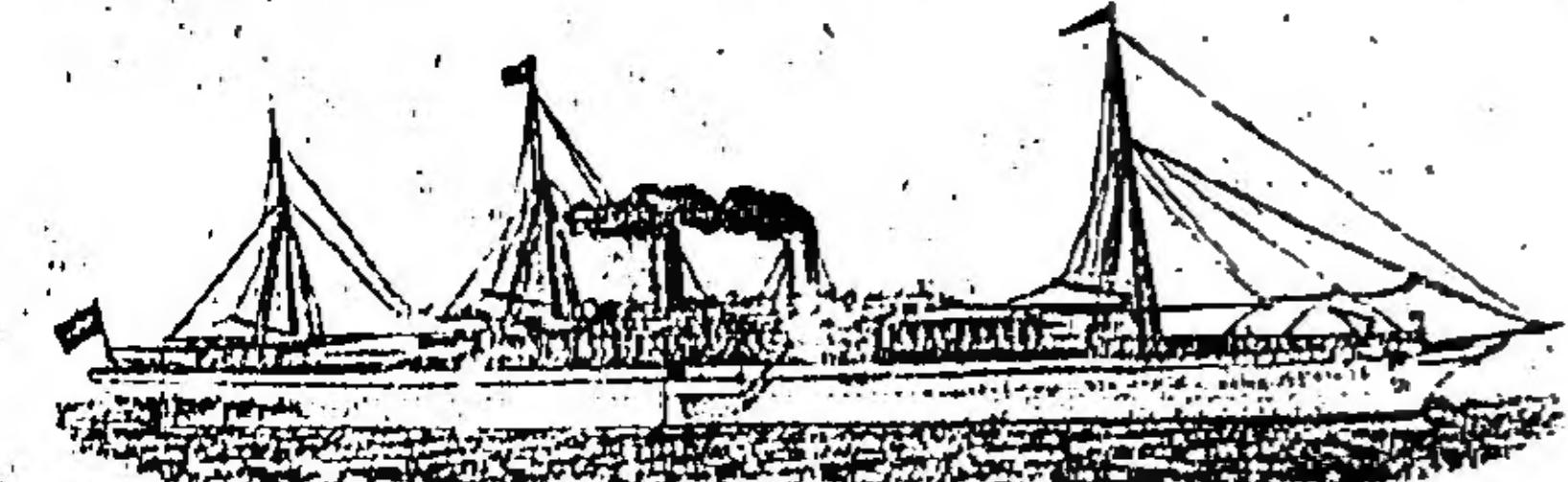
Canton to SamshuiSingle \$7.50.

The above vessels have superior Saloon and Cabin accommodation and are lighted throughout by electricity. Meals charged extra.

Further particulars may be obtained at the Office of the—

HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.
Hotel Mansions, (First Floor) opposite the Hongkong Hotel,
Or of BUTTERFIELD & SWIRE,
Agents, CHINA NAVIGATION CO., LTD.

Hongkong, 31st March, 1906.

CANADIAN PACIFIC RAILWAY COY'S
ROYAL MAIL STEAMSHIP LINE.

Luxury—Speed—Punctuality.

The only Line that Maintains a Regular Schedule Service of 12 Days across the Pacific is the "Empress Line." Saving 3 to 7 Days Ocean Trial.

12 Days YOKOHAMA to VANCOUVER. 21 Days HONGKONG to VANCOUVER.

(Subject to Alteration).

R.M.S.	Tons	LEAVE HONGKONG	ARRIVE VANCOUVER
"EMPERESS OF INDIA"	6,000	WEDNESDAY, June 20.....	July 11
"ATHENIAN"	7,440	WEDNESDAY, June 27.....	July 21
"EMPERESS OF JAPAN"	6,000	WEDNESDAY, July 11.....	August 1
"MONTEAGLE"	5,500	WEDNESDAY, July 18.....	August 11
"EMPERESS OF CHINA"	6,000	WEDNESDAY, August 1.....	August 22
"TARTAR"	4,425	WEDNESDAY, August 8.....	September 1

THE Quickest route to CANADA, UNITED STATES and EUROPE, calling at SHANGHAI, NAGASAKI, (through the INLAND SEA of JAPAN), KOBE, YOKOHAMA, VICTORIA, connecting at VANCOUVER with the COMPANY'S PALatial OVERLAND TRAINS FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE.

Hongkong to London, 1st Class, \$120. 1st St. Lawrence £60. 1st New York £62.

Hongkong to London, Intermediate on Steamers, and 1st Class Rail £40.

R.M.S. "MONTEAGLE," "TARTAR" and "ATHENIAN" carry "Intermediate" Passengers only at Intermediate rates, affording superior accommodation for that class.

Passengers Booked through to all principal points and AROUND THE WORLD.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

For further information, Maps, Routes, Hand Books, Rates of Freight and Passage apply to

D. W. CRADDOCK, Acting General Agent,

Hongkong, 30th May, 1906.

Corner Pedder Street and Praya, opposite Blake Pier. [10]

HAMBURG-AMERIKA LINIE

OSTASIATISCHER DIENST.

(Taking Cargo at through Rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS IN THE LEVANTINE; BLACK SEA and BALTIC PORTS; NORTH and SOUTH AMERICAN PORTS).

PROPOSED SAILINGS FROM HONGKONG.

SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.	FREIGHT.
ANDALUSIA	{ HAVRE, BREMEN and HAMBURG.	20th June	{ Freight.
Schmidt	{ (Calling at SP'ORE, PENANG & COLOMBO.)		

ACILIA	HAVRE and HAMBURG.	15th June	FREIGHT.
Schulke	{ (Calling at SP'ORE, PENANG & COLOMBO.)		

RHENANIA*	HAVRE and HAMBURG.	4th July	FREIGHT.
von Hoff	{ (Calling at SP'ORE, PENANG & COLOMBO.)		

SCHWARZBURG	HAVRE and HAMBURG.	20th July	FREIGHT.
(Calling at SP'ORE, PENANG & COLOMBO.)			

ALESIA	HAVRE and HAMBURG.	6th Aug.	FREIGHT.
Lindig	{ (Calling at SP'ORE, PENANG & COLOMBO.)		

SPEZIA	HAVRE and HAMBURG.	20th Aug.	FREIGHT.
Müller	{ (Calling at SP'ORE, PENANG & COLOMBO.)		

* Special attention of intending Passengers is drawn to the splendid accommodation of this steamer. Saloon and cabins amidships. Lighted throughout by Electricity.

Duly qualified Doctors are carried.

For further Particulars, apply to—

HAMBURG-AMERIKA LINIE,

HONGKONG OFFICE,
King's Buildings.

Hongkong, 2nd June, 1906.

IMPERIAL GERMAN MAIL LINES.

NORDDEUTSCHE LLOYD, BREMEN.

EUROPEAN LINE.

STEAM FOR
SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, GENOA,
ANTWERP, BREMEN/HAMBURG.

Steamers will also call at GIBRALTAR and SOUTHAMPTON to land Passengers
and Luggage.

Taking Cargo on Through Bills of Lading for all European, North and South American Ports.

PROPOSED SAILINGS FROM HONGKONG.

(SUBJECT TO ALTERATION.)

STEAMERS. SAILING DATES.

SITHONIA (For Cargo only). FRIDAY, 8th June.

ROON WEDNESDAY, 20th June.

ZIETEN WEDNESDAY, 4th July.

GNEISENAU WEDNESDAY, 18th July.

BAYERN WEDNESDAY, 1st August.

PRINZ REGENT LUFTPOLD WEDNESDAY, 15th August.

PRINZ EITEL FRIEDRICH WEDNESDAY, 29th August.

SACHSEN WEDNESDAY, 12th September.

PRINZ HEINRICH WEDNESDAY, 26th September.

ROON WEDNESDAY, 10th October.

PRINZ LUDWIG WEDNESDAY, 24th October.

Intimations.

THE YOKOHAMA DOCK CO., LTD.

No. 1 DOCK.

Length inside, 514 ft. Width of

entrance, top 95 ft., bottom 75 ft.

Water on blocks, 37.5 ft. Time to

pump out, 4 hours.

THESE DOCKS are conveniently situated in Yokohama harbour and the attention of Captains and Engineers is respectfully called to the advantages offered for Docking and repairing Vessels and Machinery of every description.

The plant and tools are of recent patterns for dealing quickly and cheaply with work, and a large stock of material is always at hand, (plates and angles all being tested by Lloyds' surveyors).

Two powerful Twin Screw Towboats are available for taking Vessels in or out of Dock, and for taking Sailing Vessels in or out of the bay. The floating derrick is capable of lifting 35 tons.

Steam Launches of Steel or Wood, Lighters, Steel Buildings and Roofs, Bridge Work, and all kinds of Machinery are made on the premises.

Intimation.

**W.M. POWELL,
LTD.,
ALEXANDRA
BUILDINGS,**
Des Vaux Road.

**NEW
MILLINERY**
for
**SUMMER
WEAR.**

**SMART,
DAINTY
and
INEXPENSIVE.**

All kinds of
HEADGEAR
made to order.

**FASHIONABLE
DRESSMAKING**
at
reasonable charges.

**CUT,
STYLE
and
FIT**
Guaranteed.

A CALL INVITED.

Wm. POWELL, Ltd.,
Drapers, Dressmakers,
Milliners, and Complete
House Furnishers,
Alexandra Buildings,
HONG KONG,
Hongkong, 30th May, 1906.

Intimations.

**K. A. J. CHOTIRMAL & CO.,
8, D'AGUILAR STREET.**
NEWLY OPENED SILK STORE.

**Indian, Chinese and
Japanese Silk Goods.**

Just Arrived.

**SOCKS (Linen) LADIES' AND
GENTLEMEN'S.**

**GENTLEMEN'S SILK UMBRELLAS.
SILK KIMONOS, LADIES' BLOUSES
AND SHAWLS.**

**SANDALWOOD BOXES (INLAID).
HANDKERCHIEF BOXES, GLOVE
BOXES.**

**MONEY BOXES, &c.
LINEN HANDKERCHIEFS, JAVA
SERONGS.**

**MANDARIN COATS, COTTON
SHIRTS.**

SILK LACE SCARFS AND SHAWLS.

Prices exceptionally cheap.

Inspection earnestly solicited.
Hongkong, 28th May, 1906.

A. CHAZALON & CO.
JUST UNPACKED.

A NEW Consignment of the following:-

ANCHOVY (Norwegian) in Kegs.

SALESMEN'S

SALTED HERRINGS

MACKARELS

GERMAN SAUSAGES in Tin (Assorted).

" " in Skins.

ASPARAGUS.

VEGETABLES (Assorted).

FRENCH FRUITS IN SYRUP (Assorted).

" STUFFED OLIVES.

" ANCHOVY IN OIL (Bouillies).

ALSO

PASCALI'S ASSORTED SWEETS and TOPPERS.

Hongkong, 12th May, 1906.

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NIKKO CO.

WHOLESALE AND RETAIL DEALERS,
in all kinds of

**JAPANESE FINE ART CURIOS, TEA
SETS, and SATSUMA WARE.**

At Moderate Prices.

Orders Promptly Executed.

**NO. 5, ARSENAL STREET,
Hongkong.**

Hongkong, 28th April, 1906.

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FURNITURE WAREHOUSE.

LI KWONG LOONG & CO.,

司公裕

CABINET-MAKERS AND ART DECORATORS,
from Shanghai, has re-opened their

FURNITURE STORE

at

NO. 35, DES VOUX ROAD CENTRAL.

The only Shop in Hongkong with this name.

WHERE HIGH-CLASS FURNITURE

of every description can be made to order in any design required.

Have been patronized by the Hongkong Club, Hongkong Hotel, Telegraph Co., Messrs. A. S. Watson & Co., I.d., Firms and other leading Establishments in the Colony, to whom reference may be made as to the Superior Workmanship and Materials of the Furniture, &c., supplied.

Messrs. A. S. Watson & Co., Ltd. write as follows:-

"We have pleasure in stating that Mr. Li KWONG LOONG furnished the Annex to our Dispensary and gave us every satisfaction."

(Sd.) A. S. WATSON & CO. Ltd.

ORDERS punctually attended to, and

CHARGES most moderate.

AN INSPECTION INVITED.

Hongkong, 1st March, 1906.

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Dentistry.

DENTAL SURGEON.

G. DE PERINDORGÉ.

DIPLOMA: PARIS.

Latest Improvements including

PORCELAIN FILLINGS.

HOTEL MANSIONS,

Pedder Street,

Hongkong, 1st June, 1906.

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Dr. M. H. CHAUDHURI,

THE LATEST METHOD

of the

AMERICAN SYSTEM OF DENTISTRY.

37, DES VOUX ROAD CENTRAL.

From the University of Pennsylvania, U.S.A.

Hongkong, 1st July, 1906.

[615]

JUST LANDED.

A FRESH CONSIGNMENT OF

ANGLO-SWISS CONDENSED MILK

(Milkmaid Brand).

Guaranteed to be fresh and wholesome.

Exceptionally low prices for retail and wholesale buyers.

Per Dozen tins \$2.50.

Per Case of 4 dozen tins \$9.50.

H. RUTTONJEE,

Hongkong and Kowloon.

Hongkong, 15th May, 1906.

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Intimations.**NOTICE.**

LANDING upon the property of THE HONGKONG MILLING COMPANY, LIMITED, at JUNK BAY, is PROHIBITED from this date without Written Authority from the Undersigned.

The portion of the Western Shore of Junk Bay covered by this Notice, extends for about two miles from a large marshy 500 yards or thereabouts South of the Mill Buildings in a Northward direction to the stream near the village, marked CHIN JI on Chart No. 3,729.

A. H. RENNIE & Co.,
General Managers.

Hongkong, 1st June, 1906.

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NAVY LEAGUE.

HONGKONG BRANCH.

THE ANNUAL GENERAL MEETING of the MEMBERS AND ASSOCIATES of the Hongkong Branch of the Navy League will be held in the City Hall, on WEDNESDAY, the 6th proximo, at 5.15 P.M., the Hon. Mr. H. E. POLLOCK, K.C., in the Chair.

A. R. LOWE,
Hon. Secretary,
Navy League, Hongkong Branch.

Hongkong, 31st May, 1906.

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F. BLACKHEAD & CO.,
SHIP-CHANDLERS, SAILMAKERS,
COAL AND PROVISION MERCHANTS,
NAVAL CONTRACTOR,
AND GENERAL COMMISSION AGENTS,

GROUND FLOOR,
ST. GEORGE'S BUILDING,
HONGKONG,
SOAP AND SODA MANUFACTURERS.

SOLE AGENTS FOR

HARTMANN'S RAHTIEN'S GENUINE
COMPOSITION RED HAND
BRAND, HARTMANN'S GREY PAINT,
DAIMLER'S PATENT MOTOR
LAUNCHES,

&c., &c., &c.

Sole Agents for

FERGUSON'S SPECIAL CREAM
and

P. & G. SPECIAL LIQUER SCOTCH
WHISKY, &c.

EVERY KIND OF

SHIP'S STORES AND REQUISITES

ALWAYS IN STOCK

AT
REASONABLE PRICES.

Hongkong, 7th March, 1905.

[51]

To Let.

TO LET.

HAYTOR, THE PEAK.
Immediate Possession,
OFFICES in KING'S BUILDING and
YORK BUILDING,
GODOWNS on PRAVA EAST.

A HOUSE in CLIFTON GARDENS, Conduit Road.

A HOUSE in RIFON TERRACE,
FLATS in MORETON TERRACE.

Apply to—

THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD.

Hongkong, 1st June, 1906.

[72]

TO LET.

N. 15, KNUTSFORD TERRACE,

KOWLOON.

Apply to—

THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD.

Hongkong, 30th December, 1905.

[74]

TO LET.

GODOWN No. 3, NEW PRAVA, Kennedy Town.

Apply to—

THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD.

Hongkong, 27th June, 1905.

[73]

TO LET.

N. 2, OLD BAILEY.

Apply to—

**ARRATON, N. V. APCAR & CO.,
45, Wyndham Street.**

Hongkong, 26th April, 1906.

[502]

THE "DREADNOUGHT'S" GUNS.

The battleship **Dreadnought**, writes a Portmouth correspondent is making very rapid progress, and it is expected that she will be ready for her steam and gun trials in October next, within about a year of the date when the first keelplate was laid down. In the past, battleships have taken about three years to complete for sea, but the **Dreadnought** will be ready for the pennant in a little over one third of this time, so expeditiously has the work been carried out, owing to extraordinary measures and the recourse to overtime.

The feature of the ship of greatest interest is the new type of gun, the most powerful ever mounted aboard, which is to be carried. This is the 15in. Mark X. which has for many months been the subject of experiments, and has been gradually improved. The progress which has been made is indeed extraordinary. The earliest type, which weighed only 45 tons, had a projectile of 714lb., but in later designs the shell has been increased to 50lb., which is the weight for the newest manufacture of forty-five calibres, ten of which are to be carried by the **Dreadnought**. The improvement in the 15in. gun may be judged from the following summary, showing that the power has been more than doubled:

Mark. Weight of gun. Muzzle velocity. Range (feet.) (Feet a second.) (Inches.)

Intimations.

The Hongkong Telegraph

HONGKONG, MONDAY, JUNE 4, 1906.

ESTABLISHED A.D. 1841.

A. S. WATSON & CO.,
LIMITED.WINE AND SPIRIT MERCHANTS,
ALEXANDRA BUILDINGS.SCOTCH
WHISKIES.
GREAT REDUCTIONIN
PRICES.

From this date the prices of our popular brands of SCOTCH WHISKIES will be as under:—

A. THORNES BLEND	\$1.00
B. GLENORCHY BLEND (A Fine Soda Whisky)	11.40
C. ABERLOUR-GLENLIVET (A Fine Peaty Flavoured Whisky)	12.50
D. H.K.D. BLEND of the Finest Old Malt Scotch Whiskies	14.00
E. BLEND. The popular Whisky in the Far-East	15.00

The above prices are strictly net. The discount of five per cent. previously allowed on our Whiskies ceases from this date.

A. S. WATSON & CO.,
LIMITED,
WINE AND SPIRIT MERCHANTS,
ALEXANDRA BUILDINGS.

Hongkong, 17th May, 1906.

POST CARD
COMPETITION.

To all purchasers at our Establishment of \$1 and upwards between June 1st and June 25th will be given a Coupon entitling them to enter the following Competition. The largest number of English words that can be made from "MARIE BRIZARD."

1st Prize:
1 Case Pts. Perinet & Fils
Champagne \$56.50

2nd Prize:
1 Case Royal Old Highland Whisky - - 24.00

3rd Prize:
1 Case Macintosh Whisky 10.00

AND

£10 CONSOLATION PRIZES.

In the event of ties to be drawn for. All replies to be sent on Post-cards only. Prizes will be distributed the 30th June when all cards may be inspected at our office.

CASH LESS 10%!
CREDIT LESS 5%.

GREGOR & CO.,
WINE AND SPIRIT MERCHANTS,
19, QUEEN'S ROAD CENTRAL,
Hongkong, 29th May, 1906.

LOCAL AND GENERAL.

MR. William W. Astor, the American millionaire, has given Cleveden-hall and its contents to his son, Waldorf Astor, and the "Sancy" diamond, worth £20,000, to Mrs. Langhorne Shaw, on the occasion of their wedding.

FOR snatching a pair of trousers from the counter of a shop in Queen's Road East and bolting down the road, yesterday afternoon, a coolie, being charged by Inspector Gourlay, was this morning sentenced to three weeks' hard labour and six hours' stocks, by Mr. F. A. Hazeland, at the Magistracy.

It is stated that Dr. Louis Klopsch, of the New York *Christian Herald*, who collected many lakhs of rupees for the Indian famine of 1896 and 1900, and who received the Kaiser-i-Hind gold medal from the King for that signal service, has just received the thanks of President Roosevelt for collecting 100,000 dollars, or about three lakhs of rupees, towards the relief of the sufferers in the San Francisco disaster.

SERGEANT O'Sullivan prosecuted two coolies before Mr. F. A. Hazeland, at the Magistracy this morning, for stealing from a married woman a gold finger ring and a pair of trousers, at Hungsham, yesterday. Defendants denied the charge. Evidence was heard, and his Worship sentenced them to three weeks' hard labour and six hours' stocks each. Defendants at the expiration of the term of imprisonment will be banished.

THERE was some commotion at West Point on Saturday afternoon when it was learnt that a Chinaman, suffering from plague, had committed suicide. The occurrence took place at the district hospital at No. 63, Third Street. A Chinaman, it appears, was suffering from plague, and being in a delirious condition, he rushed for the verandah and jumped to the street below. He was killed instantly. The police were summoned and his body removed to the mortuary.

CHAN Hak, a boarding-house runner, performed an athletic feat in the harbour yesterday, and had it not been that Sergt. Wilden was near at hand he would have got off well, but as the officer witnessed the feat, it cost Chan dearly. At the Police Court this morning he was charged with going on board the steamer *Hanoli* without permission from the captain. Sergeant Wilden said that the defendant "jumped" on board the ship while she was going full speed. Mr. F. A. Hazeland fined defendant \$50, with the option of two months' hard labour.

A seaman on board s.s. *Anglo-Canadian* was arraigned before Mr. F. A. Hazeland, at the Magistracy this morning, with being drunk and disorderly in Ice House Street, on Sunday, and also with assaulting a Chinese constable while in the execution of his duty. Defendant pleaded ignorance. It appeared that he was asleep in the side-channel and when told to get up he twisted the *tukong's* hand and struck him. Inspector Warnock said defendant was very disorderly when he arrived at the station. His Worship imposed a fine of \$2 on the first charge, and \$3 on the second.

THE constant petty larcenies that have been going on of late at the Army Service Department resulted in the watchmen being put on the *qui vive*. On Sunday afternoon the watchman noticed a bulky looking coolie leaving the yard and on searching him twenty-eight pounds of brass was found under his coat. Inspector Gourlay took charge of the man. The coolie, who turned out to be a marine hawker, was charged this morning, before Mr. Hazeland. He denied the charge of being in unlawful possession of the brass. Evidence of the watchman was heard, and his Worship fined him \$15, with the alternative of one month's gaol.

HERE is a new—and true—story, writes a correspondent of the *Morning Leader*, to set beside the hoary anecdotes of schoolroom answers that we have all so frequently heard. A worried pedagogue was trying (without much success) to drag out of a class of small boys the names of various kinds of stones. At length, in desperation, he said: "Do you ever go into a country churchyard? What sort of stone do you see there?"—"Gravestones," came the prompt reply.—"And what sort of stone do they remind you of?" he added, weakly.—"Brimstone" came the startling rejoinder from some small descendant of Calvinist forbears.

A TRUCK accident occurred in Des Vaux Road Central on Saturday afternoon, which resulted in a blind boy being removed to hospital suffering from bruises. Truck 99, which was heavily laden, was rushing along the road, being drawn by a number of coolies. They collided with the blind boy who was knocked down, the wheels of the truck passing over his hand. It is expected that one of his fingers will have to be amputated. All the coolies in charge of the truck bolted, but one, whom the police arrested. He was charged before Mr. F. A. Hazeland this morning, at the instance of Inspector Warnock, with causing the injury to the boy. The defendant admitted the charge. As the lad is unable to leave hospital the case was adjourned. Bail \$25.

At the recent sale at Christie's, London, of the personal effects of the late Sir Henry Irving, some excitement was caused by the purchase, by an American collector, for £200 guineas, of Sir S. Sargent's famous painting of Eileen Terry (whose jubilee was celebrated recently), as "Lady Macbeth." Afterwards a Mr. Duveen secured an option of repurchase on the understanding that he intended the work for Tate Gallery. Sir Charles Holroyd, head of Tate Gallery, laid the matter before the Board of Trustees who accepted the generous offer, and the picture, which is considered one of the R.A.'s masterpieces, will thus be preserved for the nation. The portrait shows the great actress raising the coveted crown to her head, and forms a fine likeness of her, both as woman and as artist.

H.M.S. "MONMOUTH."

DUE IN HONGKONG.

The British cruiser *Monmouth*, which left Singapore on Wednesday last, was expected to arrive here this afternoon.

The *Monmouth* is commanded by Captain J. A. Tuke. Capt. Tuke, who has served in all parts of the world, joined the Queen's Navy in July, 1870. He was promoted lieutenant 1881, commander in 1885, and captain on the last day of 1901. He was a sub-lieutenant on *Pioneer* in the Niger Expedition to the capital of the Emir of Nussa. He also participated in the operations round, and the bombardment, of the town of Nucha (mentioned in despatches) and was lieutenant on the *Northumberland* during the Egyptian War of 1882 (medal and the Khedive's star). He held the appointment of Master of the Fleet for the Coronation Naval Review, 1902. He is no stranger to the China Station, having been commander and navigating officer of the battleship *Centurion*, flagship of Sir E. H. Seymour, K.C.B., when he commanded the Station, 1898-1901. Latterly, Captain Tuke was in command of the gunnery ship *Undaunted*, and the *Theseus*, tender to the gunnery ship *Cambridge*, Devonport.

The *Monmouth* is a first-class cruiser of the County type and is sister ship to the *Donegal* which went ashore on the way out to the China Station and had to be recalled. She was built by the London and Glasgow Co., in 1900-01, and was the third of her class finished. Her chief dimensions are:—Length 440 ft, beam 66 ft, mean draught 24 ft, and 980 tons displacement. She is fitted with four cylinder triple expansion engines of 22,000 h.p., supplied by 31 Belleville boilers with economisers, which have done very well in this cruiser. With regard to protection the *Monmouth* has a steel belt from four to two inches thickness on either side from the after gun turret to the bows. The casemates, turrets and barbettes are protected by armour of from four to five inches thickness, whilst a protective steel deck covers the ship's vitals. The conning tower from which the cruiser is controlled in action has 10-in armour. Her teeth comprise four 6-in guns in pairs in turrets on special double mountings, ten similar guns in casemates on the boardsides and sundry lighter guns with two 18-in torpedo tubes. The torpedo-flats contain nine 18-in and five 14-in Whitehead torpedoes, the latter being for boat service. The vessel carries a complement of 70 officers and men, and has served one commission with the First Cruiser Squadron which she joined when it was first formed.

When the cruiser *Monmouth* was first commissioned by Capt. H. C. Reynolds for service in the Cruiser Squadron in December, 1903, the people of the county whose name the vessel bears presented to her a silver cup, and the ladies of the county also presented a silk ensign and a silk Union Jack, which were enclosed in a carved casket. The gifts reached the ship, but they have never been formally presented. Lord and Lady Llangattock recently acceded to the request of Lord Tredegar (Lord Lieutenant of the county) to present them to the officers and ship's company. It was also intimated that a lieutenant and two petty officers of the vessel should proceed to Monmouth for the purpose of presenting to the officials of the county a picture of the ship. Owing to the departure of the *Monmouth* on an earlier date than was expected both these ceremonies have again been postponed.

The *Monmouth* has supernumeraries on board for the China Squadron and is the relief ship for the *Andromeda*, which left for home some little time ago.

THE irony of life is well illustrated in the career of Robert Ashworth, a Manchester grocer. For twenty-eight years he worked in a mill, saving £18. Then he bought a grocery business, and now he is in the Bankruptcy Court, with a deficiency of £28.

A LONDON telegram of May 21, which is published by the *Tokio Asahi*, states that Mr. Seddon, the Premier of New Zealand, has had an interview with the Japanese Consul in Sydney in connection with a project for opening a regular sea ice between New Zealand and Japan. The result of the conference is not yet known. The plan is warmly welcomed by Japanese and Colonial traders.

YESTERDAY afternoon, two coolies had a heated argument in an opium den in Queen's Road West about the question of some stolen property and the result was that they came to blows. In the scuffle one of the combatants produced a pocket knife and stabbed the other in the chest, which necessitated his instant removal to hospital and the arrest of his assailant. At the West Point Police Station the coolie, in his statement, said: "He troubled me and I stabbed him." He was placed before Mr. F. A. Hazeland this morning, charged with maliciously wounding the other man. The police received news from the hospital to the effect that the wound is of a serious character. In the circumstance, they applied to the Court for the case to be adjourned. His Worship granted an adjournment.

Apecular experience in mid-ocean is reported by Captain Roberts of the French ship *Andre Theodor*, which reached Port Jackson on May 5, from Barry. The vessel was crossing the Southern Ocean on the 19th ult., in lat. 46°49' south, long. 141°26' east, when suddenly a submarine disturbance occurred. The shock was felt all through the ship, and caused considerable alarm among the crew, many fearing under the impression that the vessel had struck on some sunken rock. The vibration lasted for several seconds, and passed away without causing any damage to the vessel. Captain Roberts was surprised to learn on arrival that the shock was felt about the same time the disastrous earthquake occurred in San Francisco. It is interesting to note, too, that the earthquake at San Francisco was experienced on the 18th ult.

THE MACAO LOTTERY.

MANILA JOURNAL'S SEVERE STRICTURES.

In the campaign now going on against gambling our attention has been directed to one of the worst factors contributing to the present malady. We (*Manila Times*) refer to the sale of the Macao lottery tickets in Manila.

According to one who is pretty well posted on the transactions of this lottery and the profits it has assumed in this city, no less than \$25,000 a month leaves Manila. Accepting this estimate, which is believed to be conservative, it probably means that the Islands lose every year anywhere from \$200,000 to \$300,000.

Discarding the moral principles involved and considering the matter from a purely commercial standpoint, this Macao lottery is much more pernicious than the other forms of gambling in vogue here, in that practically all the money leaves the Islands, constituting a dead loss. With the other forms of gambling practised here, it may be said that they have at least the merit of not taking the money out of the Islands. There will probably not be much question that this lottery business should be stopped, but there appears to be some question as to whether it can be stopped.

A test case in court has already decided that only the vendor and not the holder of a lottery ticket can be prosecuted. Even were a law framed so as to include the holder not a vendor it is a question whether any practical results would be accomplished. The number of ticket-buyers is so large that the arrest of one or two would not be likely to exercise any deterrent effect on the others. The problem then seems to devolve on catching the vendors or agents. According to one informant, the tickets are purchased in Macao, while another says they are printed and purchased here. If any are issued here, it seems certain that they constitute only a small proportion of the total number circulated.

In the case of the great Louisiana lottery the evil was stopped by enacting a law prohibiting the passage of the tickets through the mails. Here there is no such law, nor is there any law which makes them liable to seizure by the Customs authorities. The only tax to which they are liable is that on ordinary tickets or printed matter, which amounts to the ridiculous sum of forty cents on almost a million dollars worth of tickets. As the minimum amount which can be collected under the tariff laws is one dollar, the tickets escape even this absurd impost and pass in duty free.

We understand that in the new penal code, which seems destined to pass when the milieue arrives, and penal codes are no longer needed, there is a clause which provides for dealing with lottery tickets. Until that law is passed, there appears no other remedy than lies in the arrest of the agents or vendors. If the extent of the transactions of this lottery be anything like that reported, it would seem to be incumbent on our Secret Service Bureau to try its utmost to break up the present pernicious system. Whether under the present defective and discouraging laws or lack of laws the Secret Service can accomplish anything is a question. We should like to see it tried, however. Better still would the Commission pass that penal code.

THE UNLUCKY "THIRTEEN."

FIGHTING IRON FOR THE POLICE.

Inspector Robertson, of Shaukiwan Police Station, raided a gambling den on the hillside, at Shaukiwan, yesterday forenoon, and effected the arrest of thirteen coolies, who were engaged in the game of *pochee*. When the police entered the matshed the gamblers showed fight. The head-man produced a fighting-iron that was near at hand, and brought it down on the head of a *tukong*, bruising that man to some extent. The police succeeded in getting the fighting-iron, and the thirteen men removed to the police station. They were paraded before Mr. F. A. Hazeland, at the Magistracy to-day. The first two men were charged with keeping a common gaming house and also with being in possession of a fighting iron, without a police permit. The others were charged with gambling in the shed. The defendants pleaded not guilty. Evidence was heard. His Worship fined the first two defendants \$50 each, or six weeks' hard labour, on the first charge. As regards the question of the fighting-iron, Mr. Hazeland said it was a very serious matter, as he knew the men had the fighting-iron for the police when the shed was raided. They would also pay a fine of \$100 each, and six hours' stocks, for being in possession of the iron. The remainder had to pay \$3 each for gambling.

ALLEGED CRIMINAL LIBEL.

CHINESE EDITOR PROSECUTED.

At the Magistracy this morning, before Mr. C. A. D. Melbourne, Sam Kok Sang, editor of the Chinese newspaper, *Saf Kai Kang Yik Po*, was charged, in that he, being the publisher of the *World's News*, did on April 23rd and 26th, May 9th, and June 2nd, publish in that journal certain obscene libels.

Mr. G. E. Morell, of Messrs. Densys and Bowley, Crown solicitors, prosecuted. The case was adjourned.

THE WEATHER.

The following report is from Mr. F. G. Figg, First Assistant of the Hongkong Observatory:

On the 4th at 11.45 a.m. the barometer has fallen over Japan owing to the depression which is moving Eastwards and approaching the SW. coast of Japan.

Gradients are slight in S. China. Moderate to fresh winds shifting from SW. to NE. may be expected in the Formosa Channel and moderate SW. winds over the N. part of the China Sea.

Forecast:—SW. or variable winds, light to moderate, fair at first, showery later.

TELEGRAMS.

"HONGKONG TELEGRAPH" SERVICE.

THE KIANGSI REBELLION.

10 KILLED, 16 PRISONERS.

FOREIGN MISSIONS SAFE.

[From Our Own Correspondent.]

Shanghai, 4th June,

12.20 p.m.

The prompt action of the Chinese Government in despatching troops to Yungshan, in Kiangsi, on the outbreak of the recent disturbance, has had the desired effect.

The rebellion has been suppressed.

Ten of the rioters were killed in the conflict with the Government troops, who succeeded in capturing sixteen of the malcontents.

All the foreign missions are safe and none of the missionaries have been molested.

[The rising at Yungshan was first reported in these columns on the 31st ult., and at one time assumed serious proportions. It was believed to be the result of a secret society movement. The dearth of food was given as the pretext for the rising. The Governor of Kiangsi Province, as soon as he was apprised of the outbreak, despatched troops to the scene of the disturbance.—Ed. H.K.T.]

[Reuter's.]

The Bomb Outrage in Madrid.

London, 1st June.

After the explosion of the bomb, King Alfon

TELEGRAMS.

"HONGKONG TELEGRAPH" SERVICE.

THE CUSTOMS CONTROL.

CONTROVERSY CLOSED.

[From Our Own Correspondent]

Shanghai, 4th June,
12.20 p.m.

The reply of the Chinese Government to the British Minister on the subject of the appointment of the Chinese Commissioners to the Customs, is regarded as satisfactory.

The British representative considers the controversy now closed.

[Reuters.]

The American Meat-Packing Scandal.

London, 1st June.

The agitation, re the meat-packing scandal in America, is increasing and telegrams and letters are pouring in to President Roosevelt demanding the publication of the confidential reports.

There is already a marked falling off in the domestic and foreign tinned meat trade.

The French Budget.

It is announced that France spent £8,000,000 on military preparations during the Morocco crisis, hence the heavy deficit in the Budget.

France.

2nd June.

The French Chamber has reassembled and elected M. Brisson president.

The British Atlantic Fleet.

Rear-Admiral Egerton has been appointed second-in-command of the Atlantic fleet.

Austria.

Baron Beck has formed an Austrian Ministry.

THE MUTUAL STORES.

ALLEGED FORGERY OF STORE'S ORDERS.

Chui Fai, a coolie, was this morning, at the Police Court, charged with (1) stealing an order book from the Mutual Stores on the 2nd instant, and (2) forge a certain order purporting to be from the Mutual Stores to the Hongkong Ice Co. for the delivery of \$210 of fresh butter. Cheung Lok, a cook, was also charged with uttering the forged order, and with being concerned in forging the note for the delivery of the butter.

The defendants pleaded "not guilty."

Inspector Gourlay prosecuted and asked for an adjournment.

Mr. C. A. D. Melbourne accordingly granted the remand.

THE CHINESE BOYCOTT.

The *Tung Wah Times* (Sydney) newspaper recently received word from General R. A. Falkenberg (who is secretary of the Modern Insulator Co., and president of the Standard Rock Oil Co.), of 121, Geary-street, San Francisco, intimating that, with a view to stemming the onward march of the Chinese boycott of American goods in Shanghai and other Chinese commercial centres, a secret order, to be known as the "Shinim Order of the Dragon," has been formed, consisting of the leading American and Chinese merchants. He says: "This secret order is formed for the purpose of establishing the 'open door' in China, of realising free and unrestricted trade between the United States and China, of benefiting American merchants and commerce by attaining these objects through co-operation with the Chinese Empire Reform Association, of settling the boycott, and of having efficient laws made in Congress fitting every case involved and just to all concerned." He goes on to say that the American trade with China last year amounted to about \$6,000,000 dollars, and there was no reason why this should not be quadrupled under favourable conditions within a few years. Members of the order are to be provided with a certificate duly attested by the proper officials of the Supreme Grand Executive Council of the Order, for which no charge is made, the entrance fee being 5 dollars, and a small monthly subscription. Each member will also be furnished with an emblem of the order free of charge, which will entitle him to all the secret information communicated to the Order, as well as affording him protection and assistance from the Chinese Empire Reform Associations in any part of the world.

POLLARD'S LILLIPUTIANS.

The members of the Pollard Opera Company, which was seen in Hongkong not long ago, suffered the loss of much property through the earthquake in San Francisco. The company was playing in Sacramento at the time and the youthful singers rushed into the street at the first shock, in a merry mood. They seemed to regard the thing as a joke. Much scenery belonging to the company was stored in the Grand Opera House at San Francisco and this was all lost. No money could be obtained from the banks to move the company and it was necessary to pledge some of the personal effects of the members of the company to secure the necessary funds.

WEST POINT BUILDING COLLAPSE.

NEAR-BY BUILDINGS IN DANGER.

Another visit to the scene of the recent collapse at West Point in which houses Nos. 226, 228, and 230 were demolished, showed that the work of clearing away the debris is going on with as much energy as before. In the two latter buildings the working gang have succeeded in removing the flooring and wood-work which had accumulated on the ground floor, and it is stated that by to-night all the refuse will have been removed from the premises.

EXCITEMENT LAST NIGHT.

There was no little excitement caused last night when word reached the police that other buildings in the vicinity were also in danger of collapsing. The police promptly turned out and on inspecting houses Nos. 238 and 240, on the same row, it was seen that a wall between these two houses was bulging out. The alarm was at once given to clear the premises of their occupants. The scene when the alarm was given was one of great commotion. The occupants of the buildings were all on the alert. All kinds of personal effects and movables were thrown into the street from all sides of the houses, and the hurry of the people to save as much property as they could looked as if every minute was precious time in the work of salvage. In less than half an hour the houses were cleared. By that time a gang of bamboo men had arrived and were immediately put to work in shoring up the projecting wall. They were still at work up to an early hour this morning.

OWNER'S LIABILITIES.

A report is current to the effect that the owner of the collapsed buildings—a widow—is to be called upon to defray all the expenses in connection with the shoring up of the walls and removal of the debris, and also that a certain time has been allowed her by the authorities to have the standing walls pulled down.

A rumour, lacking confirmation, however, has it that nearly all the walls in this block are cracked.

ROAD CLEARED.

In Saturday's issue, we stated that, on account of the rubbish which was allowed to be placed on the roadside, the thoroughfare was blocked. We are informed this morning that the accumulation has been removed and that the thoroughfare is again open to traffic.

DISREGARDING A WARNING.

Twenty minutes after the buildings had collapsed, as was reported, a coolie was extricated from the debris in a slightly injured condition and was removed to hospital. This coolie, who is improving rapidly, said that he was in the dian smoking opium at the time. Before that, however, he felt an instinctive impulse to leave the place. He did so, going down the street for a walk, but returned to the dian a few minutes later, and was not there a minute, when the collapse occurred.

STIRRING THE APATHY OF ASIA.

The remark is now being heard that the Tennysonian maxim about the superiority of fifty European years to a cycle of Cathay has been amply refuted, if not reversed, by recent events in the Far East. Japan in fifty years has acquired the most valuable fruits of advancement produced by ten centuries of European evolution, and now the infection of progress is spreading to China. The example of Nippon, according to a writer in *Minerva* (Rome), has excited the emulation of her yellow-skinned and slant-eyed neighbour. She is now content to be considered a caricature for the Occidentals to cut up and partition among themselves, and the Mongol is at length roused to confront and measure himself with the white Caucasian. As the *Minerva* observes:

"In every region of the vast Chinese Empire a new spirit is being manifested, and this is doubtless a direct result of the recent Russo-Japanese war. The triumph of Japan over a Western nation, by employing the weapons of the West, and by means of Western training and education, has set China thinking, and given greater impetus to the agitation of the Reformist party. Those who a short time ago were opposed to the innovations of Western civilization, because they feared this would bring them under the domination of the West, have seen Japan's accidental, yet retaining her national individuality and independence, and now range themselves on the side of the reformers, while they look with distrust upon the foreigners who invade their shores. The reformers, on their part, seeing the spirit of innovation diffusing itself among their former adversaries, gladly make common cause with these against the Occidentals. They think that now they have no further need of the West, and feel themselves able to accomplish without Western dictation the reforms essential to national progress."

This awaking of new national life in China is one of the strongest and most important movements that have ever stirred the apathy of Asia. The consequences are being felt throughout the world, but while China is looking with jealousy and suspicion on the Western people who throng her ports, and seems inclined to repel them, in all probability further enlightenment will teach the East that her advancement will be best promoted by commerce and intercultural with the West. Thus:

"At the present moment China is stirred by an impulse to take matters into her own hands, and regards the foreigner as a hateful and sacrilegious interloper, who is to be driven off like some savage and offensive beast. China thinks she has sized up the foreigner, learned all that is to be learned from him, pumped him dry, as it were, and all she has now to do is to show him the door. Doubtless she is quite mistaken on this point, and eventually the most cultivated and prominent among the people of the Flower Kingdom will recognize more clearly their true interests, and will seek by a loyal and sincere cooperation with the West the promotion in their country of genuine and desirable prosperity. Undoubtedly China, at present, has need of the Occident in the accomplishment of this task." —*The Literary Digest.*

THE SWINDLE OF SHOPS.

DRUGGED FOOD FOR THE BRITON.

The growth of the Leviathan trade in provisions is more rapid than the increase in our imports of foreign foods. The success of a few of the earlier provision-dealing companies, says Professor James Long in an article in the *Daily Mail*, from which we quote, has been followed by the establishment of imitations, and these in turn are illuminating our country towns with their gaudily-constructed shops, and with provisions, tinned, coloured, or preserved, derived from all quarters of the globe. A big tea-dealer, recognising the substantial character of the profits in provisions, launches into bacon and butter, cheese and Quaker oats, and the many allies of such foods intended to tempt the invalid to that certain cure which is never accomplished.

BRITISH PRODUCTS SWAMPED.

Briefly, these concerns are in almost all instances confined to limited companies, some of which are local in character; and this applies largely to bakers' and dairymen, and to some extent to butchers and caterers; but whatever the staple articles sold, the principle involved is the same, although it may be passive in its character. I refer to the extermination of the individual trader, and the actual swamping of British products by goods imported from the Continent, from America, and from our Colonies. My contention is that the individual cannot compete against the collective organisation and system of the big shopkeeper, who is able to buy huge consignments, and sometimes to import them in his own ships, and to save three or four profits, which the individual or small trader, who of necessity buys from hand-to-month, is compelled to pay.

Let us take the butcher, who now monopolises three-fourths of the trade in almost every city and town. His meat is almost all imported from Australia, America, or the Argentine—the country, with its 200,000,000 acres awaiting tenants, from which we may expect to receive more and more each year so long as can be found to sell its goods. Every butcher claims to sell the best, and the best only. Brown insists that his mutton is from Canterbury, while Jones, who tells me that he is the only legitimate vendor of Canterbury meat, defies Brown to place the name on his bills. Smith, who undersells both Jones and Brown, is charged by these two withies dealing in meat from the River Plate, but, alas, we can only judge of the truth of these varied claims by the relative value of the meat they sell, and, let me add, the way in which they sell it. Brown's company runs two shops in a given town; in one case he charges 7½d. and in the other 8d. for a leg of mutton, while Jones charges 9d.

HINTS FOR HOUSEWIVES.

I made the experiment of buying a sample from each, and found no variation in the quality, but what I did find was that Brown, Jones, and Smith alike vary their prices with their custom, and shelter themselves under a commonplace subterfuge when convicted of the trick. If the housewife were more astute these gentlemen would not so frequently substitute mutton for lamb, and imported legs, which leave the carcass in the Colony, for legs cut from it in their own shops. The buyer of imported meat should first select it and then see it weighed. Thirdly, she should calculate the amount payable; and, fourthly, take it away with her. She should insist on the removal of extraneous fat, guarding against the substitution of beef for lamb, and reject wasteful chops. Among other experiments recently I purchased a couple of lamb chops and weighed them; the result was represented by 2oz. of meat, which thus cost about 2s. 6d. a pound. In some cases the big butchers rents two establishments for the respective sale of British and Colonial meat; to the latter he sends his cow beef and ewe mutton, which, presented side by side with Colonial, he sells at enhanced prices.

The provision dealer, however, is a bigger culprit than the butcher. His method may be business but it is not British, but rather imported with his goods. While a little tradesman buys his bacon from a factor in small lots—for bacon will not keep sweet for ever—and is consequently compelled to charge a higher price, the big shopkeeper buys by the ton, possibly by the cwt., breaks it up, and despatches consignments from week to week to his hundreds of branches, with the result that the little man is compelled to follow suit, abolish Wiltshire and Irish from his counter, and replace it with Danish and American.

DRUGGED FOOD FOR THE BRITON.

It is observed that almost all the provisions sold by the octopus trader are preserved with drugs, of which the average Briton now consumes a daily dose, as well as in his butter, his milk, and his jam, as in his sausages and his bacon. The big man has command of money and information, and he consequently dispenses his favours in the butter market between Swedish, Italian, Argentine and the Colonies on the other. Happy hunting-ground never lies in the country of his birth and the British farmer knows him no more—unless perhaps in the hunting season. British butter is a rarity in the large majority of our country towns; if we see, we may find it on an odd dairyman's counter, with the result that our native palate for the real thing has been destroyed. At any rate the big trader supplies nine-tenths of the consumers with an imported article vividly exposed in his shop-window to the germ-laden atmosphere of every street.

If we search for English Cheddar and Cheese we shall seldom find it. In its place we are offered the produce of the Colonies and the unhealthy *Gorgonzola*, produced by third-rate, dirty Italian manufacturers. I have been offered by the big man new-laid eggs which, it was subsequently admitted, had been pickled, for he preserves them by the million. The small trader does his best to buy from the farmers, but large concerns depend on any and every Continental country, sorting each case as it arrives and labelling the pick "new-laid"; and such is the gospel of their system of service.

Why are employees so astute with their misdescriptions, their excessive calculations, and their method of pricing their goods? I am informed by a director of a parallel concern that the only way to ensure success is to pay the manager a substantial salary, and leave it to him to "earn" it, and thus to make the business pay.

MILK UNFIT FOR SWINE.

If we turn to the dairyman we find the company concerns are usually local, but here, owing to the fact that we monopolise the milk business, the big trader is the most wholesome. His premises are well equipped. The milk is handled but once, and care is taken to ensure its purity and cleanliness; but he will ultimately be compelled to deliver it in bottles. And why? Simply because the present system of exposure involves many imperfections, one example of which I quote: "Milk bottled on the farm and packed in ice contained 7,000 colonies of bacteria per cubic centimetre; similar milk tested on the following day in a dairyman's shop, in which it was exposed, contained 10,000,000 colonies in the same volume." Such milk, purchased from the hundred and one little milk shops in the country, by the

majority of our people, is unfit for the farmer's swine. The milk trader, however—and the bigger the man the bigger the culprit—insists on colouring to suggest high quality, and on employing drugs for preservation. His example is, therefore, copied by the little man, to the detriment of the consumer. Neither drug nor colouring matter is essential, and at least one great West End firm refuses to use either and is none the worse for its courage.

I find that the small fishmonger is quite as reliable and much less exorbitant in his charges than the big traders who are now monopolising the retail trade. The big man makes a big display and charges his customer with the cost. The little man buys in the open market with the greatest care, and, in order to secure adequate custom, supplies an equally good article at a much lower price.

CORRESPONDENCE.

[We do not necessarily endorse the opinions expressed by Correspondents in this column.]

MONOPOLY AND "SQUEEZE."

To the EDITOR of the "HONGKONG TELEGRAPH."

Sir,—Those of your readers who read the reports of company meetings which are published from time to time in your columns, could not but have been struck by a suggestion mildly dropped, in the course of his speech, by the chairman of the "Star" Ferry Company, Ltd., at the annual meeting of the company held on the 30th ulto. After reviewing the work of the past year, and explaining the reason for the increased expenditure, and consequent diminished dividend declared for the period under review, the chairman said "whether remedy be found in an increase of fares or otherwise, will be decided later on." Quite so; but who will "decide" it? Will the company arbitrarily increase the already exorbitant rates of fares, without first feeling the pulse of the public in the matter, and, then expect the public, its patrons, from whom it derives its profits and dividends, to sit quietly with closed mouths and folded hands, and let the company squeeze it for all it is worth? The cost of running ferries at home is greater, it is here, and yet, the fares there only average 2d for trips of the same length as that from here to Kowloon, while the boats are usually of a better class as regards accommodation. Compare that with the 3d rate prevailing here, where coal and labour are cheaper, and let one find if one can, any good and sufficient reason for an increase to that rate. It may be said that the cost of building the new wharf, which was opened in April last, is one good reason. But I, for one, beg to differ, and opine not. If the company chooses to build a new pier, that is surely the company's, the shareholders', business, and is no concern of the public, nor should the public be expected to pay for it by increased fares. If, however, an attempt is to be made to get the cost of the erection of the new wharf out of the public's pocket, then it may be pertinent to ask, where, will it end? For it is to pay for the cost of the building of the wharf, it will surely furthermore, be expected to pay for the repairs thereto, and as I am informed by a seafaring engineer of very many years' experience, these may be expected to be unending, on account of the nature of the wharf, the entrance to which is built right across the tide. What figure may the ultimate rate of fares be expected to reach?

That this question is already becoming a burning one among the residents of Kowloon, is shadowed forth by a proposal which some of them now have seriously under consideration, and that is the formation of a "launch club," which will hire the requisite number of launches to be at stated points, at the required hours to convey the members back and forth between the mainland and Hongkong, thus being entirely independent of the ferry. To the "Star" Ferry Company this spells "boycott." As regards the new wharf, which, as I have said, sealing men regard as a failure, How many of the daily travellers by the ferry boats to Kowloon can say they have gone in straight to their position, without a bumping, which nearly knocks them off their feet, and a crashing and cracking of the timbers? How many times have the boat-heads to be hauled round, and the boat itself hauled into position? Coming to the boats themselves, who has not had most unpleasant experiences, when a typhoon in the neighbourhood has lashed the waters of the harbour to fury, and these cockle shells of ferryboats are in constant and imminent danger of being swamped? Again, were this to happen with a full complement of passengers, how many would be in a position to secure a life-belt or buoy, or even know where to look for them? At home ferrys have to carry seats that will float; why is there not the same compulsion here where it is even more imperatively needed?

Another inconvenience, felt especially at theiffin hour, when time is of utmost value to us to business men, and the ferrys are crowded with first class passengers, is the provision of only one narrow gangway connecting the vessels with the shore, and the whole deckload of passengers are compelled to line up in Indian file and take their turns to pass singly down the gangway to shore. The Kowloon wharf, at least, is quite long enough to let down the forward and aft gangways at the same time, thus halving the time the busy passengers are delayed by the present landing facilities." Granted the wharf would have to be slightly rearranged, but the cost should not be allowed to count when the increased convenience to the travelling public is taken into consideration. A trial of this improvement on the Kowloon side would very soon manifest the necessity for altering the Hongkong-side wharf so as to provide a similar convenience there. As things are at present the company does not appear to care a brass button for the convenience of its patrons (witness the refusal to accept subsidiary coins, or to issue to causal passengers, two tickets at once, one to be used for the return fare, saving time on the other side), but only for its own pocket. And it is for such a service as this that the public is to be asked to pay increased fares. The attempt to "squeeze" is too obvious.—Yours, etc.

ANTI-INCREASE.

Hongkong, 4th June, 1906.

THE N.D.L. S.S. "KOON."

CAPTAIN'S ACCOUNT OF THE ACCIDENT.

The Nagasaki agents of the Norddeutscher Lloyd, Messrs. Ahrens & Co., have courteously placed at the disposal of the *Nagasaki Press* Captain Meiner's report of the accident to be *Koon*:

We left Nagasaki on May 16th at 9 a.m. Shortly after having left the Harbour big set in which kept on until the afternoon with short intervals and made us slow down several times as well as anchor twice. The Iki channel under these circumstances being too dangerous we set our course westward of Iki. Towards evening the weather cleared and at 8.15 p.m. we were abreast of the Northern end of Ikishima. Later we had, however, again on account of fog, to slow down. At 10.45 p.m. the sound of the steam

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AND
CHINA MUTUAL STEAM NAV. CO., LTD.

JOINT SERVICES.

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TAKING CARGO ON THROUGH BILLS OF LADING FOR ALL EUROPEAN,
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AND SUMATRA PORTS.

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FROM	STEAMERS	DUE
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GLASGOW and LIVERPOOL	"MEMNON"	7th "
GLASGOW and LIVERPOOL	"PROMETHEUS"	14th "
GLASGOW and LIVERPOOL	"PATROCLES"	14th "
GLASGOW and LIVERPOOL	"PING SUEY"	21st "
GLASGOW and LIVERPOOL	"ORESTES"	28th "
GLASGOW and LIVERPOOL	"OANFA"	5th July
GLASGOW and LIVERPOOL	"ASTYANAX"	5th "

HOMeward.

FOR	STEAMERS	TO SAIL
AMSTERDAM, LONDON & ANTWERP	"JASON"	5th June
LONDON, AMSTERDAM & ANTWERP	"DEUCALION"	10th "
"GENOA, MARSEILLES & L'POOL	"HYSON"	20th "
LONDON, AMSTERDAM & ANTWERP	"AJAX"	3rd July
LONDON, AMSTERDAM & ANTWERP	"PROMETHEUS"	17th "
"GENOA, MARSEILLES & L'POOL	"PATROCLES"	17th "
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OF AMERICA AND CANADA.

EASTWARD.

FOR	STEAMERS	TO SAIL
VICTORIA, SEATTLE, TACOMA, and "STENTOR"		8th June

all PACIFIC COAST PORTS, *viz.*

NAGASAKI, KOBE and YOKOHAMA) "OANFA".

WESTWARD.

FROM	STEAMERS	DUE
TACOMA, SEATTLE, VICTORIA and "KEEMUN"		4th June

PACIFIC COAST.

For Freight, apply to

BUTTERFIELD & SWIRE,

AGENTS.

Hongkong, 1st June, 1906.

[3]

CHINA NAVIGATION CO. LIMITED.

FOR	STEAMERS	TO SAIL
SHANGHAI	"OHLILI"	5th June
MANILA	"TEAN"	5th "
YOKOHAMA and KOBE	"GHANGSHA"	7th "
SHANGHAI	"SHAOHSING"	9th "
SHANGHAI	"KWEIYANG"	9th "
WEI-HAI-WEI, CHEFOO and TIENSIN	"HUIOCHOW"	9th "
AMOY, MANILA, CEBU and ILOILO	"SUNGKIAH"	13th "
MANILA, ZAMBOANGA, PORT DARWIN, THURSDAY ISLAND, COOK-TOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY, MELBOURNE	"CHANGSHA"	29th "

Taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports.

The Attention of Passengers is directed to the Superior Accommodation offered by these steamers, which are fitted throughout with Electric Light. Unrivalled table. A duly qualified Surgeon is carried.

Taking Cargo and Passengers at through Rates for all New Zealand and other Australasian Ports.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,

AGENTS.

Hongkong, 2nd June, 1906.

[9]

HONGKONG—MANILA.

Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila.—Saloon amidships—Electric Light—Perfect Cuisine—Surgeon and Stewardess carried.—All the most up-to-date arrangements for comfort of Passengers.

CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

Steamship.	Tons.	Captain.	For	Sailing Dates.
RUBI	2540	R. Almond	MANILA	SATURDAY, 9th June, at Noon.
ZAFIRO	2540	R. Rodger	"	SATURDAY, 16th June, at Noon.

For Freight or Passage, apply to

SHEWAN, TOMES & CO.,

GENERAL MANAGERS.

Hongkong, 2nd June, 1906.

[7]

HONGKONG—NEW YORK.

AMERICAN ASIATIC STEAMSHIP CO.

FOR NEW YORK via PORTS AND SUEZ CANAL.

(With Liberty to Call at the Malabar Coast).

About

"ANGLO SAXON".....

For Freight and further information, apply to

SHEWAN, TOMES & CO.,

General Agents.

Hongkong, 31st May, 1906.

[8]

MUTTON AND BEEF.

THE Undersigned is prepared to SUPPLY FRESH MUTTON and BEEF, at Moderate Prices.

Should patrons find any Meat supplied not to be fresh, full price will be refunded on the return of the Meat to the Stall.

TUNG WING,

No. 1 Stall, Central Market,

Hongkong, 14th May, 1906.

NOTICE.

THE Public are hereby informed that no change has been made in the Rates of Subscription to the Hongkong Telegraph and they are warned against paying more than Ten Cents (10 cts.) per Sloga Copy.

THE MANAGER,
Hongkong Telegraph Co., Ltd.
Hongkong, 10th September, 1902.

Shipping—Steamers.

THE ORIENTAL PACIFIC LINE.

FOR SAN FRANCISCO VIA PORTS.

THE Steamship

"APPALACHEE"

will be despatched for the above Ports, about the 16th of June.

For Freight and further particulars, apply to SHEWAN, TOMES & CO., Agents.

Hongkong, 30th May, 1906. [610]

NIPPON YUSEN KAISHA.

HONGKONG-SWATOW-BANGKOK LINE.

FOR SWATOW AND BANGKOK.

THE Chartered Steamship

"PROMETHEUS"

Captain Cornelissen, will be despatched as above, TO-MORROW, the 5th inst., at 10 A.M.

For Freight or Passage, apply to

NIPPON YUSEN KAISHA.

Hongkong, 4th June, 1906. [601]

UNITED STATES AND CHINA-JAPAN STEAMSHIP LINE.

FOR NEW YORK VIA SUEZ CANAL.

THE Steamship

"INDRASAMHA"

Captain Wilkes, will be despatched as above, on or about the 30th June next.

If sufficient inducement is offered.

For Freight, apply to JARDINE, MATHESON & Co., Agents.

Hongkong, 31st May, 1906. [616]

FOR SINGAPORE, PENANG AND CALCUTTA.

THE Steamship

"ARRATOON APCAR"

Captain E. Fey, will be despatched for the above Ports, on WEDNESDAY, the 6th June, at Noon.

For Freight or Passage, apply to

DAVID SASOON & CO. LIMITED.

Agents.

Hongkong, 31st May, 1906. [611]

HONGKONG-MACAO LINE.

"S.S. WING CHAI"

Captain T. Austin, R.N.R.

THIS Steamer departs from Hongkong on

Week Days, at 7.30 A.M. and on Sundays at 8 A.M. Departs from Macao on Week Days at 1.30 P.M. and on Sundays at 5.30 P.M., if tide permits.

FARES.—Week Days, 1st Class, including Cabin and servant, Single \$3; Return Ticket, \$5; 2nd Class, \$1; 3rd Class, 50 cents.

On and after Sunday, 29th inst., inclusive, every Sunday will be an Excursion, at the following rates:—1st and 2nd Class, Single, \$2; Return, \$3; 1st Class, Single with Cabin, \$3; Return, \$5; 2nd Class, Single, 50 cents; Return, 80 cents.

All Meals can be supplied on Board at \$1 each Meal.

First Class Passengers, who do not care to return on the Excursion Sunday, will be allowed to do so the following day (Monday) on production of the Return Half Ticket. Should the Steamer not run on the Monday owing to the Boiler cleaning, due notice will be given by the Captain, and the Half Ticket will be available for the following day.

The Steamer is lit throughout by Electricity.

The Steamer's wharf at Hongkong is at the Western end of Wing Lok Street.

SAM WANG Co.

Hongkong, 10th May, 1906. [17]

STEAM TO CANTON.

THE New Twin Screw Steel Steamers

Tons Captain

"KWUNG CHOW"....1,409...T. R. MEAD.

"KWUNG TUNG"....1,238...R. RAMSEY.

Leave Hongkong for Canton at 9 every evening (Saturday excepted).

Leave Canton for Hongkong about 5.30 o'clock every evening (Sunday excepted).

These Fine New Steamers have unexcelled Accommodation for First Class Passengers and are lit throughout by Electricity. Electric Fans in First Class Cabins.

Passenger Fare—Single Journey ...\$4

Meals \$1 each.

Also

Excursions to MACAO every SATURDAY at 6 P.M., and every SUNDAY at 8.30 A.M., returning on SUNDAY at 10 A.M. and 6.30 P.M.

FARES:—1st Class single \$2 with cabin \$3.00.

2nd Class \$1, return \$1.50.

Breakfast, Tiffin and Dinner \$1.00 each.

The Wharf in Hongkong is nearly in front of the old Western Market, opposite the old Harbour Office.

SLAVERY IN THE SOUTH SEAS.

GERMAN CAPTAIN'S NARRATIVE.

Some extraordinary statements regarding slave hunting in the South Seas were made to an American interviewer recently by a master mariner named Wagner, who is described as having been for fourteen months (from 1903 to early last spring) the central figure in the notorious "blackbird" schooner *Samoa*. During that time he was first mate on the *Samoa* and says he captured 1,200 blacks for use as slaves on the big copra plantations in Samoa. The captain spoke freely of the experience. He is a German by birth, but speaks English fluently, and other Continental languages, besides a number of South Sea dialects.

Speaking of his experiences recently, Captain Wagner said: "It is generally supposed that slavery no longer exists. That is a mistake. For fourteen months I was first officer on the slave ship *Samoa*. During that time we captured 1,200 blacks for the South Sea plantations. The *Samoa* is a three-masted auxiliary schooner, owned by the Handels Traffic and Plantation Company of Samoa. This firm is one of the oldest and largest planters in the South Seas. They export thousands of pounds of copra every year."

"I went down there in 1903. The first mate of the *Samoa* was then suffering from a spear wound, got in a battle with the natives, so Captain Habernick engaged me. We were supposed to be nothing but a small trading schooner. But the Government officials knew what we were as well as we knew ourselves. When they came on board we would fill them up with champagne and good cigars, and they were satisfied."

GRIM DETAILS.

"On the first voyage we made for New Britain, in the Solomon group, the schooner was manned by five whites and nineteen blacks, making a total of twenty-four, all told. When we reached New Britain I took the nineteen blacks ashore and made for the first village we saw. All my boys were armed with the regulation German army rifle, and could shoot well. At the first village they saw us coming and the entire population fled to the woods. But we managed to get one woman."

"In some of the villages we would get two or three, never more than four. They are too hard to hold. Occasionally we managed to get one to come with us willingly, but that was seldom. Sometimes we would take a chest of gaudy trinkets ashore and set it down in the village. The savages, attracted by the bright things, would gather around and start helping themselves. That was our opportunity. We would make a rush and grab two or three and then go on to the next village."

"We were to make the round trip in four months. During that time we had to get 300 natives. We got no wages. We were paid by the head. Captain Habernick got \$5 apiece for each native, and I, as chief mate, got \$1 a head. But everything else was furnished. Clothing, provisions of the best kind, liquor by the case and keg; and everything else. We had plenty of champagne aboard, but that was kept exclusively for the Government officials."

"On the first trip which I made we collected the 300 natives without any serious battles. All the Solomon Islands were visited. We touched at New Hanover, New Ireland, New Britain and several of the others. The work was easy. The natives were comparatively mild. They were only armed with bows and arrows and spears, and could do little damage to us with our repeating rifles. They are a small, ugly-looking lot of people. Although finely formed, they lack the splendid physique of the Samoan natives. Neither are they so brave nor so intelligent. The Samoan natives are a race that have made themselves respected, while the Solomon islanders are nothing more or less than cannibals."

"The natives that we captured were taken to the plantation at Samoa, where they were put to work gathering copra. They are supposed to be hired for a term of three years. They are paid 6 shillings or, in American money, \$150 a month, but they have to take it out in trade. The Government knows what is going on; the officers know everything about the methods used in obtaining the natives, but they wink at it."

TRUEBOME SCENES.

"On the next two trips we had several pitched battles. The natives fought like demons, and we had hard work getting out of a couple of villages. But we got our blacks. When we reached Samoa, after the third round trip, we learned that the missionaries—five women and five men—had been massacred on New Ireland. I went to the scene of the murder on a German gunboat. We went up to the house (I had been there many times before) and I examined the place. The house itself was a small log affair, with a heavy two-inch door. This door had been battered in and bore the marks of the clubs, spears and tomahawks of the savages."

"It must have taken some time to batter in this heavy door, and I can imagine the feelings of the women as they listened to the frenzied cries of the cannibals outside. The interior was a terrible sight. It was smeared with blood from floor to ceiling. Bits of women's apparel littered the place, long strands of hair clung to knives and hatchets that still lay on the floor where they had been dropped, and everything had been chopped and smashed in a blind fury. It was a scene such as never in my life I have seen. It inflamed the blood of all who saw it, and when the large guns on board the ship were trained on the first village and carried death and dismay to the islanders no one on board felt a shred of pity. Several villages were bombarded, and men, women and children were shot down for a lesson. I had nothing to do with this promiscuous killing. I was merely a spectator but I felt no pity for the blacks. They needed a good lesson."

"The Solomon natives on the plantation are not treated very severely. They are watched carefully and counted every morning to see that none of them have escaped. But it is practically impossible for one of them to get away. The Samoan natives will track them down like blood-hounds and capture them and restore them to the plantation. After that they have a pretty hard time. Men and women both are taken; in fact, the women are better workers than the men. Although I never had any hand in it, I know that the native women are captured and sold as slaves. White planters and overseers buy them while they are young and pretty, and later sell them for use in the copra work."

Shipping.

Arrivals.

Laertes, Fr. s.s., 3,144, Gen., 1st June, —Saigon 19th May, Gen.—Chinese.
Dagny, Nor. s.s., 873, O. Abrahamson, and June, —Bangkok 26th May, Rice.—*Aagaard*, Thoresen & Co.
Heim, Nor. s.s., 757, Eriksen, and June, —Bangkok 26th May, Rice.—*Yuen Fat Hong*, Phuyn, Fr. s.s., 1,246, Duvallet, and June, —Beigan 1st May, Rice.—B. & Co.
China, Am. s.s., 3,185, D. E. Friele, 3rd June, —San Francisco 5th May, and Manila 31st, Mails and Gen.—P. M. S. Co.
Morlake, Br. s.s., 1,737, F. W. Balter, 31st May, —Mojl 26th May, Coal.—D. & Co.
Changho, Br. s.s., 1,403, T. Moore, 3rd June, —Australia and Manila 30th May, Gen.—B. & S.
Prinz Waldemar, Ger. s.s., 3,227, C. Woltemann, 3rd June, —Sydney 12th May, Gen.—M. & Co.
Andreas Rickmers, Ger. s.s., 1,120, Chr. Kumpel, 3rd June, —Bangkok 27th May, Rice.—B. & S.
Carl Diederichsen, Ger. s.s., 985, H. Schlaikier, 3rd June, —Haiphong 30th May, and Hoioh and June, Gen.—J. & Co.
Kagoshima Maru, s.s., 2,700, F. L. Pyke, 3rd June, —Bangkok 22nd May, Rice.—Chinese.
Hanoi, Fr. s.s., 739, P. Merle, 3rd June, —Haiphong and Hoioh 2nd June, Gen.—A. R. M.
Tean, Br. s.s., 1,346, Sommerville, and June, —Manila 29th May, Gen.—B. & S.
Tholma, Nor. s.s., 1,100, Jager, 2nd May, —Hongkong 20th May, Coal.—B. & S.
Victoria, Swe. s.s., 1,200, J. A. Holberg, 30th May, —Wakamatsu 23rd May, Gen.—A. T. & Co.
Woodlark, Br. s.s., 1,849, A. Stoker, 29th May, —Salina Cruz 24th April, Ballast.—C. C. S. S. Co.

Jacob Diederichsen, Ger. s.s., 623, D. Henck, 31st May, —Haiphong and Hoioh 29th May, Gen. Gen.—J. & Co.
Jason, Nor. s.s., 1,203, Neisen, 26th May, —Wuhu 19th May, Rice.—A. T. & Co.
Kong Kai, Gen. s.s., 1,125, Kohler, 20th May, —Bangkok 23rd May, Rice.—B. & S.
Kohschang, Ger. s.s., 1,683, C. Gorowich, 26th May, —Bangkok 14th May, Gen.—M. & Co.

Mongolia, Am. s.s., 8,750, W. P. S. Poirier, 26th May, —San Francisco 1st May, Yokohama 17th, Kobe 19th, Nagasaki 21st, and Shanghai 2th, Mails and Gen.—P. M. S. Co.

Batcombe, H. G. Lee-Jones, J. W. Lowenstein, Mr. and Mrs. M. F. and child

Bell, R. B. Malson, Mrs. M. E. H. F.

Bernardi, L. Do McDonagh, W. J.

Blavier, A. Van (Vice-Conn. for Belgium)

Birbeck, R. J. Miller, P. L.

Blasius, Mr. and Mrs. W. B. A.

Blaus, Miss Nault, Mrs. J. J.

Bissell, W. E. Newborn, Mr. and Mrs. R. H.

Blair, R. J. Newton, A. G. Oliffers, O. C.

Brighton, F. G. Packer, B. L.

Broughall, L. Parfitt, W.

Carpenter, C. E. Parr, L.

Cattavisch, A. Peatey, Mrs. E. O.

Chabaux, L. Peake, W.

Clark, M. O. Penniman, L. E.

Clark, T. Perkins, Mr. and Mrs. T. L.

Cruckshank, A. Perlebefer, S.

Dansford, Miss Pigott, C.

Davies, F. O. Pownell, C. W.

Donald, R. H. Powell, W. A.

Donald, Mr. and Mrs. W. H. Prior, W. R.

Eaton, Capt. T. Reid, H. I.

Fitzgerald, H. J. Roach, Mrs. J. S. and child

Goddart, F. H. Ross, F. W.

Douglas, Capt. and Mrs. J. Downing, Mr. and Mrs. T. C. and infant

Evan-Jones, Dr. and Mrs. E. Mrs. E.

Fairchild, H. J. Eustice, A. S.

Fisher, H. G. Fitcher, H.

T. Fletcher, H. Stebbing, W. T.

Forman, Mr. and Mrs. E. R. Stevens, Rev. A. J.

Fuller, D. T. Sutherland, P. D.

Gentech, Miss B. M. Tarrant, E. N.

Gibson, A. Thompson, Mr. and Mrs. J. H.

Gilliland, C. O. Thompson, Miss H. M. C. M.

Hall, Capt. T. Thompson, Miss H. M. U. von

Heaney, Dr. and Mrs. C. M.

Hell, Capt. T. Uffel, W. Von

Henderson, R. W. Unkefeld, Mrs.

Hewett, Hon. and Mrs. E. A.

Hiford, J. Diederichsen

Kohschang, Aberdeen.

SHANGHAI.

28th inst.

Siam, New Dock.

Samsui, International

Loksum, Tungkado

DOCK RETURNS.

HONGKONG AND WHAMPOA DOCKS.

Aragon, at Kowloon Dock.

Twickenham, at Kowloon Dock.

Woowich, at Kowloon Dock.

U.S.S. Barry, at Kowloon Dock.

Alta, at Kowloon Dock.

Loongwo, at Kowloon Dock.

Hiford, at Kowloon Dock.

J. Diederichsen, at Aberdeen.

SHIPS PASSED THE CANAL.

1st May—*Ambria*, *Palma*, *Peleus*, *Preussen*, *Peru*, *Saxonia*, *Telmatius*, *Baronov*, 5th May—*Ajax*, *Benzorlich*, *Oceanus*, *Varona*, *Silesia*, (Ger.) *Prinz Regent Luitpold*, *Iwo Maru*, *Rhenania*, 8th May—*Indrastri*, *Dan of Maine*, *Radnorshire*, *Nebel*, *Seawise*, 12th May—*Armand Becht*, *China*, *Japan*, *Java*, 15th May—*Benedict*, *Diomed*, *Shimosa*, *Macduff*, 18th May—*Bingo Maru*, *Patrolus*, *Tourane*, *Necker*, *Prins Eitel Friedrich*, *Esturgeon*, 22nd May—*Amakomian*, *Bearisty*, 25th May—*Benglo*, *Ernest Simons*, *Glenurst*, *Ping Suey*, *Sardinia*, 29th May—*Kintuck*, *Varro*, *Sengambala*, 1st June—*Hudson*, *Mackao*, *Sachien*, *Socotr*, *Tenkai*, *Tonkin*.

Arrivals at Home—1st May—*Glenstrae*, *St. George*, 5th May—*Austria*, *Baralong*, *Bayern*, 8th May—*Rosera*, 12th May—*Peluso*, 14th May—*Formora*, 15th May—*Benzorlich*, *Telemachus*, 17th May—*Pera*, 18th May—*Armand Becht*, *Silesia*, (Ger.) *Prinz Regent Luitpold*, 22nd May—*Achilles*, *Baron*, 25th May—*Agrope*, *Prins Eitel Friedrich*, 26th May—*Java*, 29th May—*Diomed*, *Ernest Simons*, *Radnorshire*, 1st June—*Neckar*, *Yeddo*, *Benedict*.

Post Office.

A Mail will close for—

Bangkok—Per *Kwangtung*, 5th June, 10 A.M.

Swatow—Per *Hatum*, 5th June, 10 A.M.

Nagasaki, Kobe, Yokohama, Honolulu, San Francisco—Per *Manila*, 5th June, 11 A.M.

Manila—Per *Tean*, 5th June, 3 P.M.

Amoy and Shanghai—Per *Chihli*, 5th June, 3 P.M.

Shanghai, Nagasaki, Kobe, Yokohama, Honolulu, San Francisco—Per *Manila*, 5th June, 11 A.M.

Manila—Per *Tean*, 5th June, 3 P.M.

Amoy and Shanghai—Per *Chihli*, 5th June, 3 P.M.

Shanghai, Nagasaki, Kobe, Yokohama, Honolulu, San Francisco—Per *Manila*, 5th June, 11 A.M.

Shanghai—Per *Washing*, 6th June, 5 P.M.

Vancouver, Canada—Per *Manila*, 6th June, 5 P.M.

Shanghai, Mo. 1st June, 5 P.M.

Shanghai, Mo. 1st June, 5 P.M.

Shanghai, Mo. 1st June, 5 P.M.

Mails.

**MESSAGERIES
MARITIMES**
FRENCH MAIL STEAMERS.

STEAM FOR SAIGON,
SINGAPORE, BATAVIA,
COLOMBO, AUSTRALIA,
ADEN, EGYPT, MAR-
SEILLES, LONDON,
HAVRE, BORDEAUX, MEDITERRANEAN AND
BLACK SEA PORTS.

The S.S. "BALAZIE,"

Captain A. Allard, will be despatched for
MARSEILLES on TUESDAY, the 12th
June, at 1 P.M.

Passage tickets and through Bills of Lading
issued for above ports, and for Australia with
prompt transhipment at Colombo.

Cargo also booked for principal places in
Europe.

Next sailings will be as follows:

S.S. OCEANIEN 26th June.

S.S. TOURANE 10th July.

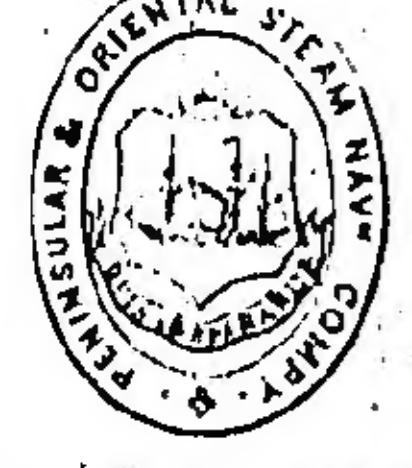
S.S. TONKIN 24th July.

S.S. ARMAND BEHIC 7th August.

S.S. ERNEST SIMONS 21st August.

G. de CHAMPEAUX,
Agent.

Hongkong, 30th May, 1906. (1)



**THE PENINSULAR AND ORIENTAL
STEAM NAVIGATION COMPANY.**

STEAM FOR
STRAITS, CEYLON, AUSTRALIA, INDIA,
ADEN, EGYPT, MEDITERRANEAN
PORTS, PLYMOUTH AND
LONDON.

(Through Bills of Lading issued for BATAVIA,
PERSIAN GULF, CONTINENTAL, AMERI-
CAN and SOUTH AFRICAN PORTS.)

THE Steamship

"DONGOLA,"

Captain G. Phillips, carrying His Majesty's
Mails, will be despatched from this for MAR-
SEILLES and LONDON DIRECT, via
COLOMBO, on SATURDAY, the 10th June,
1906, at Noon, taking Passengers and Cargo
direct for the above Ports, connecting with
the Company's S.S. "Moldavia," for BOMBAY.

Parcels will be received at this Office until 4
P.M. the day before sailing. The Contents and
Value of all Packages are required.

For further particulars, apply to
E. A. HEWETT,
Superintendent
Hongkong, 2nd June, 1906. (4)

NORTHERN PACIFIC LINE.

BOSTON STEAMSHIP COMPANY.

BOSTON TOW-BOAT COMPANY.

Connecting at Tacoma with
NORTHERN PACIFIC RAILWAY
COMPANY.

PROPOSED SAILINGS FROM HONGKONG FOR
VICTORIA, B.C., AND TACOMA,

VIA
MOJI, KOBE AND YOKOHAMA.

Steamer. Tons. Captain. Sailing.

Lyra 4,417 G. V. Williams 3rd July

Shamut 9,606 E. V. Roberts 27th July

Tremont 9,606 T. W. Garlick 22nd Aug.

* Cargo only.

CHEAP FARES, EXCELLENT ACCOMMODATION,
ATTENDANCE AND CUISINE, ELECTRIC
LIGHT, DOCTOR AND STEWARDESS.

The twin-screw s.s. Shamut and Tremont
are fitted with very superior accommodation
for first and second class passengers. The
large size of these vessels ensures steadiness
at sea. Electric fan in each room.
Barber's shop and steam-laundry. Cargo
carried in cold storage.

For further information, apply to
DODWELL & CO., LIMITED,
General Agents.

Queen's Buildings,
Hongkong, 26th May, 1906. (12)

REGULAR STEAMSHIP SERVICE
TO NEW YORK,
VIA PORTS AND SUEZ CANAL,
(With Liberty to Call at Malabar Const.).

PROPOSED SAILINGS FROM HONGKONG.

Steamship About

"SIKH" 14th June.

"WRAY CASTLE" 23rd June.

For Freight and further information, apply

DODWELL & CO., LIMITED,
Agents.

Hongkong, 1st June, 1906.

AN APPEAL.

THE SUPERIORITY OF THE ITALIAN
CONVENT, CAINE ROAD, begs most
respectfully to APPEAL to the Residents of
Hongkong and the Coast Ports, for their kind
patronage and support, and desires to state that
she will be pleased to receive orders for all kinds
of NEEDLE WORK.

Gentlemen's Shirts made to order, and Cuffs
and Collars renewed on old ones.

Ladies and Children's Under-clothing, Chil-
dren's Dresses, and all kinds of Embroidery,
Materials can be supplied, if required.

The Superiority will also be most grateful
for any PAPER, or old ENVELOPES to be made
into Books for the Children of the Poor Schools,
who are taught by the Sisters.

Hongkong, 22nd April, 1892.

Intimations.

CUTLER, PALMER & CO.

WINE & SPIRIT MERCHANTS,

OF
LONDON, INDIA, CHINA, JAPAN AND AUSTRALIA.

ESTABLISHED 1815.

Per Case.
BRANDY \$22.50

20.00
" 16.75

WHISKY, PALL MALL 20.00

JOHN WALKER & SONS OLD HIGHLAND 12.50

C. P. & CO.'S SPECIAL BLEND 10.50

PORT WINE, INVALIDS 20.00

DÓURO 13.75

SHERRY, AMOROSO 20.00

LA TORRE 16.00

BENEDICTINE, D.O.M. 40.50

THE ABOVE EXCLUSIVELY SHIPPED TO

SIEMSEN & CO.,
HONGKONG AGENTS.

Hongkong, 15th November, 1905. (43)

ACHEE & CO.

ESTABLISHED 1859.

FURNITURE,

DEPOT

FOR

EASTMAN'S

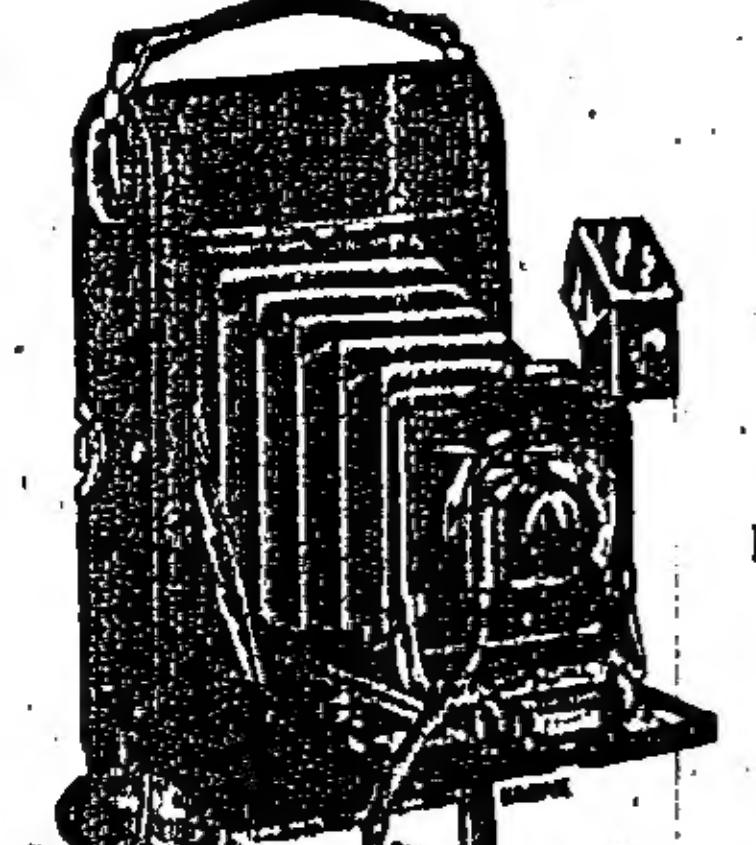
KODAKS, FILMS,

AND

ACCESSORIES:

Telephone 256.

AMATEUR WORK Receives PROMPT and CAREFUL ATTENTION.



SHARE QUOTATIONS.

Supplied by Messrs. E. S. KADOORIE & Co. Corrected to noon; later alterations given under "Commercial Intelligence," page 5.

STOCKS.	NO. OF SHARES.	VALUE.	PAID UP.	POSITION AS PER LAST REPORT. RESERVE.	LAST DIVIDEND.	PERCENTAGE RETURN AT PRESENT QUOTATION.	CLOSING QUOTATION.
BANKS.							
Hongkong & Shanghai Banking Corporation	80,000	\$125	\$125	\$1,000,000 \$950,000 \$250,000 \$12,735 \$150,000	\$1,699,777	{ \$115/- div. and \$1 bonus @ ex. 2/10/96 \$26.87 for 2nd half-year 1905	51 %
National Bank of China, Limited	99,925	\$7	\$5	\$12,735 \$150,000	\$74,099	\$2 (London 3/6) for 1903	538
MARINE INSURANCES.							
Canton Insurance Office, Limited	10,000	\$250	\$50	\$1,000,000 \$147,895	\$211,540	\$20 for 1904	51 %
North China Insurance Company, Limited	10,000	\$15	\$5	Tls. 100,000 Tls. 50,000	Tls. 302,053	Interim div. of 7/6 on account 1905	51 %
FIRE INSURANCES.							
China Fire Insurance Company, Limited	20,000	\$100	\$20	\$2,000,000 \$40,000 \$331,131	\$2,792,271	Interim div. of \$30 for 1905	5 %
Hongkong Fire Insurance Company, Limited	8,000	\$250	\$100	\$1,200,000 \$120,928	\$422,618	\$25 for 1904	8 %
SHIPPING.							
China and Manila Steamship Company, Limited	30,000	\$25	\$25	\$6,000 \$264,638 \$88,941	\$6,563	\$1 1/2 for 1905	71 %
Douglas Steamship Company, Limited	20,000	\$50	\$50	\$150,000 \$600,000	\$24,080	\$3 1/2 for year ended 30.6.1905	81 %
Hongkong, Canton & Macao Steamboat Co., Ltd.	80,000	\$15	\$15	\$154,331 \$120,000 \$241,150	\$4,435	12/- @ 1/10/96 = \$6,29.51 for 1904	78 %
Iodo-China Steam Navigation Company, Limited	60,000	\$10	\$10	\$1,999			
Shanghai Tug and Lighter Company, Limited	200,000	Tls. 50	Tls. 50	Tls. 40,000 \$100,000	Tls. 23,156	Final Tls. 3 making Tls. 5 for 1905	8 %
Do. (Preference)	100,000	\$1	\$1	\$4,144	Tls. 23,156	Final Tls. 1/4 making Tls. 3 for 1905	7 %
"Shell" Transport and Trading Company, Limited	2,000,000	\$10	\$10	\$65,000 \$32,957	\$218	1/- (Coupon No. 6) for 1905	4 %
"Star" Ferry Company, Limited	10,000	\$10	\$10	Tls. 48,000 Tls. 87,1200	Tls. 13,913	\$1.50 for year ending 30.4.1906	5 %
Taku Tug and Lighter Company, Limited	30,000	Tls. 50	Tls. 50	Tls. 1,000,000 \$850,000 \$450,000 \$80,179		Final of Tls. 2 making Tls. 4 for 1905	91 %
REFINERIES.							
China Sugar Refining Company, Limited	20,000	\$100	\$100	\$40,914		Final of \$15 making \$25 for 1905	15 %
Luzon Sugar Refining Company, Limited	7,000	\$100	\$100	Dr. \$132,588		\$3 for 1897	525
Perak Sugar Cultivation Company, Limited	7,000	Tls. 50	Tls. 50	Tls. 3,723		Tls. 2 for year ending 30.9.04	5100 buyers
MINING.							
Chinese Engineering and Mining Company, Ltd.	1,000,000	\$1	\$1	\$180,000 \$26,011	\$13,355	{ 1/ (No. 6) interim div. for 12 months ending 28.6.06	7 %
Oriental Consolidated Mining Company, Limited	500,000	G \$10	G \$10	none	\$509,050	Final of 50 cents making G \$1 for 1905	7 %
Praha Australian Gold Mining Company, Limited	50,000	\$1	\$1	\$4,873	Dr. \$8,745	No. 12 of 1/- = 48 cents	528 buyers
DOCKS, WHARVES & GODOWNS.							
Fenwick (Geo.) & Co., Limited	18,000	\$25	\$25	\$70,000	\$8,915	\$2 for 1905	522
Hongkong & Kowloon Wharf and Godown Co., Ltd.	40,000	\$50	\$50	\$550,000 \$65,160 \$20,000	\$20,040	Final of \$3 1/2 making \$6 for 1905	5103
Hongkong and Whampoa Dock Company, Ltd.	10,000	\$50	\$50	\$49,500	\$362,232	\$6 for second half-year making \$12 for 1905	5161
New Amoy Dock Company, Limited	10,000	\$61	\$61	\$388,000	\$2,221	\$1 for 1905	517 buyers
Shanghai Dock and Engineering Co., Ltd.	55,700						